

EARLY INCIDENTS OF BUFFALO.

The following letter from our esteemed correspondent, is inserted without apology, being introductory of an ably written series of eight numbers or essays, just of the character desirable for the American Pioneer. They were written for the Buffalo Commercial Advertiser, but now communicated for the Pioneer. Our friend's letter is published also as a just tribute to the worth of the able and industrious writer of the numbers, which tell how cities are built, and the industry and enterprise necessary to give one the start. How different this scene from the glance of the beautiful eyes, which gave the preference and start to Cincinnati, and which was the star of her destiny. (See American Pioneer, page 100.) We anxiously hope for the kind attentions of judge Wilkeson to the pages of the Pioneer.

Auditor's Office, Post Office Dep't., April 5, 1842.

DEAR SIR,—I send to you, eight numbers of the "Early Incidents of Buffalo—Buffalo harbor;" for the American Pioneer, if their publication is within the range prescribed for your action.

They were written by Samuel Wilkeson, for many years, first judge of Erie county, New York,—senator in the legislature, and more recently, general agent of the American Colonization Society.

He was born in the western parts of Pennsylvania; knows much of its history; and I fondly hope, he will enrich the American Pioneer with many a backwoods incident.

Few men possess the like strength of intellect, and discrimination of mind; and if the numbers shall interest you, as they have me, you will most cheerfully perpetuate the "early incidents," so graphically described in your valuable work.

Judge Wilkeson is the person who called on Mr. Brown, as referred to in the sixth number: and if he had been less prompt and decided, in contracting with Mr. Brown for building the steam-boat at Buffalo, thereby defeating the contemplated contract at Black Rock, it is doubtful whether Buffalo would now be more than a common village. Without some extraordinary stimulating motive, the work of the preceding year would not have been resumed as early in the spring, as it was, under the guaranty to have a free passage for the new boat; the ice and the disasters that befel the pier, would have removed every vestige of the harbor, if the workmen had not been in place at the time. In fact, it required the indomitable perseverance, the unyielding and untiring energy of judge Wilkeson, to save the work from total destruction.

Buffalo owes much to him, and the country at large is his debtor.

Vol. I—2 B

18*

If you are supplied with other matter, permit me to suggest to you, to publish these numbers, in as many consecutive numbers of the Pioneer. He will extend the number hereafter, and you may expect to hear from him, on border incidents.

Most sincerely yours,

& Whiteley

Jno. S. Williams, Esq.

EARLY INCIDENTS OF BUFFALO-BUFFALO HARBOR.

NUMBER I.

THE war which had swept over our frontier, had impoverished the inhabitants of the little place that has since grown into the City of the Lakes. Their property had been destroyed—they were embarrassed by debts contracted in rebuilding their houses which had been burned by the enemy—they were without capital to prosecute to advantage mechanical or mercantile employments—without a harbor, or any means of participating in the lake trade, and were suffering, with the country at large, all the evils of a deranged currency. In the midst of these accumulated embarrassments, the construction of the Erie canal was begun, and promised help. However distant might be the time of its completion, Buffalo was to be its terminating point; and when the canal was completed, our village would become a city. But no craft larger than a canoe could enter Buffalo creek. All forwarding business was done at Black Rock, and the three or four small vessels that were owned in Buffalo, received and discharged their cargoes at that place. A harbor was then indispensably necessary at the terminus of the canal; and unless one could be constructed at Buffalo before the western section of the canal was located, it might terminate at Black Rock. This was the more to be apprehended, as an opinion prevailed, that harbors could not be made on the lakes, at the mouths of the rivers. But a harbor we were resolved to have. Application was accordingly made to the legislature for a survey of the creek, and an act was passed on the 10th of April, 1818, authorizing the survey, and directing the supervisors of the county of Niagara to pay three dollars a day to the surveyor, and to assess the amount upon the county. The survey was made by the present Hon. William Peacock, during the summer of that year, gratuitously. Then came the important question, where

to get the money to build this harbor? At that day no one thought of looking to congress for appropriations, and there was no encouragement to apply to the legislature of the state. The citizens could not raise the means, however willing they might have been. A pub lic meeting was called, and an agent (the Hon. Charles Townsend) was appointed to proceed to Albany and obtain a loan. Jonas Harrison, Ebenezer Walden, H. B. Potter, J. G. Camp, O. Forward, A. H. Tracy, E. Johnson, E. F. Norton and Charles Townsend, were the applicants. Judge Townsend, after a protracted effort, succeeded, and an act was passed, April 17th, 1819, authorizing a loan to the above mentioned persons and their associates, of twelve thousand dollars, for twelve years, to be secured on bond and mortgage to double that amount, and applied to the construction of a harbor, which the state had reserved the right to take when completed, and to cancel the securities. The year 1819 was one of general financial embarrassment, and no where was the pressure or want of money more sensibly felt than in the lake country. It had no market, and its produce was of little value. Some of the associates became embarrassed and others discouraged. The summer passed away, and finally all refused to execute the required securities, except judge Townsend and judge Forward. Thus matters stood in December. 1819. Unless the condition of the loan should be complied with, the appropriation would be lost, and another might not easily be obtained; for the project of a harbor at Black Rock, and the termination of the canal at that place, was advocated by influential men, and the practicability of making a harbor at the mouth of Buffalo creek was seriously questioned. At this crisis, judge Wilkeson, who had declined being on the original company, came forward, and with Messrs. Townsend and Forward, agreed to make the necessary security. This was perfected during the winter of 1820—each individual giving his several bond and mortgage, for eight thousand dollars. The money thus loaned was received in the spring. By an arrangement between the parties, it was to be disbursed by judge Townsend. An experienced harbor-builder was to be obtained to superintend the work. One was engaged who had acquired reputation in improving the navigation of some river down east. He was to receive fifty dollars per month. Under his advice a contract was made for one hundred cords of flint stone from the Plains, at five dollars per cord, and four hundred hemlock piles, from twenty to thirty-six feet long, at thirty-one cents each. While the stone and piles were being delivered, the superintendent, with several carpenters, was employed in building a pile-driving machine and scow. An agent was dispatched

to the nearest furnace (which was in Portage county, Ohio,) to provide the hammer and machinery.

Mr. Townsend with much solicitude continued to watch the movements of the superintendent for a few weeks, making himself fully acquainted with his plans and management. He became satisfied that the superintendent, if not incompetent, was not such an economist as our limited means required, and that if we retained him, the money would be spent without getting a harbor. The judge was decided, that it was better to abandon the work than to pursue it under the then existing arrangements. His associates concurring, the superintendent was discharged—but no substitute could be obtained. West Point engineers were scarce at that time, and if one could have been found, twelve thousand dollars would have been but a small sum in his hands. The situation of the company was embarrassing. Private property had been mortgaged to raise the money—nearly a thousand of it had been spent, in preparations to commence a work that neither of the associates knew how to execute-nor could any one be found, experienced in managing men, who would undertake the superintendence.

Mr. Townsend was an invalid and consequently unable to perform the duty. Mr. Forward was wanting in the practical experience that was necessary. Mr. Wilkeson had never seen a harbor, and was engaged in business that required his unremitted attention. But rather than the effort should be abandoned, he finally consented to undertake the superintendence, and proceeded immediately to mark out a spot for the erection of a shanty on the beach, between the creek and the lake—hired a few laborers—gave the necessary orders for lumber, cooking utensils and provisions. The boarding house and sleeping room were completed that same day.

NUMBER II.

HAVING abandoned his own private business, Mr. Wilkeson called his men out to work the next morning by daylight—without suitable tools, without boats, teams or scows. Neither the plan of the work nor its precise location were settled. But the harbor was commenced.

Two plans had been proposed for the work: one by driving parallel lines of piles, and filling up the intermediate space with brush and stone,—and the other by a pier of hewn timber, filled with stone. The latter plan was adopted, and the location of the pier having been settled, the number of laborers was increased, and contracts immediately made for suitable timber and stone, to be delivered as fast as they might be required. In the meantime the timber intended

for piles, was used in the construction of cribs, three of which were put down the first day.

The first two days after commencing the work, the lake was calm; but the succeeding night a heavy swell set in, the waves acting on the outside of the cribs, forced the sand and gravel from under them, sinking the ends of some, the sides of others, and throwing them out of line—the whole presenting the most discouraging appearance. Fortunately a little brush had been accidentally thrown on the windward side of one of the piers, which became covered with sand, and preserved this pier from the fate of the others. Profiting by this discovery, every crib subsequently put down was placed on a thick bed of brush, extending several feet to the windward of it. But other unforeseen difficulties were soon experienced. The cribs could be put down only when the lake was perfectly smooth. However fine the weather, the swell raised by an ordinary sailing breeze, suspended the work in the water. To obviate this difficulty, the cribs, (which after the first week were formed of large square timber.) were put up and completed on shore. The timbers were secured by ties six feet apart, made to fit so tight as to require to be driven home with a sledge, and were bored with a two inch auger ready for the trunnels, which were two feet long, and made of the best oak or hickory. The timbers were marked and numbered, so that when required for use, they could be taken apart, floated out to their place, and put together in an hour, even in ten feet of water, and secured with stone the same day.

The manner of constructing the pier is thus particularly described, as it so effectually secured the timbers together, that when the west end of the pier was undermined by the high water of the creek and turned over, so that the side became the top, not a stick was separated. After the prevalence of a west wind for several days, the water became smooth, but it rained severely and the workmen justly claimed exemption from labor. To be interrupted by swells in fair weather, and by the rain when the lake was smooth, would never answer. Every day's experience admonished the company of the necessity of economizing their means, and it was already feared that the fund provided would prove insufficient for the object to be accomplished. A new contract was, therefore, made with the workmen, by which their wages were raised two dollars a month, in consideration of their working in rainy days; and from that time until the harbor was completed, the work was prosecuted without regard to the weather. This arrangement, however, did not much increase the exposure either of the men engaged on the work, or of those employed in delivering stone, which was principally obtained on the reefs under water. In loading the scows with brush on the beach of the lake, and in moving timber from the beach to the pier, the men were forced to be in the water, in order to perform their work in the least possible time.

Neither clerk nor other assistant, not even a carpenter to lay out the work, was employed for the first two months, to aid the superintendent; who besides directing all the labor, making contracts, receiving materials, &c., labored in the water with the men, as much exposed as themselves, and conformed to the rules prescribed to them of commencing work at daylight, and continuing until dark, allowing half an hour for breakfast, and an hour for dinner. Besides the labors of the day, he was often detained until late at night waiting the arrival of boats, to measure their loads of stone, and to see them delivered in the pier, as without this vigilance some of the boatmen would unload their stone into the lake, which was easier than to deposit it in the pier.

After the pier was extended about thirty rods into the lake, and settled as well as the limited time would allow, a carpenter was employed at one dollar per day to superintend the raising of the pier, from the surface of the water to its full height. This was done by securing the timber in the manner already described. As the work advanced into deep water, the bases of the cribs were enlarged, and the cost of the work alarmingly increased. It was resolved to suspend operations for that year, on reaching seven and a half feet water.

On the seventh of September, after the timber work was completed, and while the pier was but partially filled with stone, two small vessels came under its lee, and made fast. Towards evening, appearances indicated a storm, and while the superintendent and captains were deliberating whether the vessels might not endanger the pier, and perhaps carry away that part to which they were fastened, the gale commenced, rendering it impossible to remove the vessels otherwise than by casting them loose, and letting them go on the beach. This was proposed by the superintendent, and agreed to by the captains, on condition that the safety of the pier should appear to be endangered by the vessels. Both the pier and the vessels, however, remained uninjured through the storm, which was regarded as no mean test of the utility and permanency of the works.

The pier, which at this time extended fifty rods into the lake, was in a few days filled with stone, and the operations upon it suspended for the season.

It may not be out of place here to name the captains of the two first vessels which found shelter in Buffalo harbor—Austin and Fox. The former was an old Point Judith fisherman, who after spending most of his life on the ocean, removed to the Vermilion river and settled on a farm. But yielding to his yearning for the water, he built a small vessel, of which he was captain, and his sons the crew, and engaged in the lake trade. He was a shrewd, observing man, had seen and examined many artificial harbors, and his advice contributed much to the correct location and permanent construction of Buffalo harbor. Fox, long known as a successful captain on the lakes, took a deep interest in the construction of the work, and during the three years that it was in progress, frequently aided by volunteering his own labor and that of his crews. Trifling as this circumstance may appear, it gave at the time no small encouragement, and has been gratefully remembered.

INDIAN IDEAS AND ELOQUENCE.

FROM FRANKLIN.

AT the congress of Lancaster, in 1744, between the government of Virginia and the Five Nations, the Indians were told, that if they would send some of their young men to Virginia, the English would give them an education at their college. An Indian orator replied to this offer as follows: "We know that you highly esteem the kind of learning taught in those colleges, and that the maintenance of our young men while with you would be very expensive to you. We are convinced, therefore, that you mean to do us good by your proposal, and thank you heartily. But you who are wise must know, that different nations have different conceptions of things; and you will not therefore take it amiss, if our ideas of this kind of education happen not to be the same with yours. We have had some experience of it; several of our young people were formerly brought up at the colleges of the northern provinces; they were instructed in all your sciences. But when they came back to us, they were bad runners; ignorant of every means of living in the woods; unable to bear either cold or hunger; knew neither how to build a cabin, take a deer or kill an enemy; they spoke our language very imperfectly; were neither fit for hunters, warriors or counselors; they were totally good for nothing. We are, however, not the less obliged by your kind offer, though we decline accepting it; and to show our grateful sense of it, if the gentlemen from Virginia will send us a dozen of their sons, we will take great care of their education, instruct them in all we know, and make men of them." .

EARLY INCIDENTS OF BUFFALO—BUFFALO HARBOR. NUMBER III.

Although the pier had been successfully extended over nine hundred feet, and was believed to be sufficiently strong to resist the force of the waves, still it was but an experiment. The situation was the most exposed of any on the lake, and no similar work had been constructed. Should the whole, or any considerable part of the work be destroyed by the gales of wind, or by the ice, the fund remaining would be insufficient to repair the damage, and extend the work to the requisite distance to make a harbor. Should the experiment on the pier prove never so successful, a most difficult part of the plan for forming a harbor was yet to be executed, and the more difficult because the expense would depend on contingencies which the company could not control.

Buffalo creek, in 1820, entered the lake about sixty rods north of its present mouth, running for some distance nearly parallel with the shore. A new channel had to be made across the point of sand, which separates the creek from the lake. This point was about twenty rods wide, and elevated about seven feet above the lake. It was proposed to remove the sand by scrapers to the level of low water, dam the mouth of the creek by brush and stone, and trust to the action of a spring flood to form a straight channel in a line with, and near to, the pier. The scraping was commenced in November, by the voluntary labor of several of the citizens; but instead of finding the point composed of fine sand, as had been expected, when a few feet of the top was removed, a heavy compact body of coarse gravel and small stones was found, which, if removed by the current of the creek, instead of being carried into deep water in the lake, would be deposited to the leeward of the pier, in the very place our channel must be, and from whence there was neither money nor machinery to remove it. The scraping was therefore given up, and the subject of forming a new channel, proving a very serious one, laid over for further consideration, in the expectation that some plan could be devised to overcome the seemingly insurmountable difficulty. The company had the satisfaction to see the fall gales pass away without doing any damage to the pier, not even removing a single timber, and it was loaded with so great a body of ice, that no apprehension was entertained of damage from the breaking up of the lake in the spring.

Favorable contracts were made during the winter for square timber,

and ties to complete the pier; and as it was sufficiently extended to protect the pile-driving scow, and as the use of this machine would be important in farther prosecuting the work, it was determined to finish it. A hammer and gearing however were wanting. These had been contracted for in Ohio, but, owing to a misunderstanding, had not being received. The iron gearing could be dispensed with, and a good substitute for a hammer was found in a United States mortar, used during the last war, but which had lost one of its trunnions. After breaking off the other, two holes were bored through the end for the staple by which to hoist it. The ends of the staple projecting into the chamber were bent, and the chamber itself filled with metal. Similar holes were bored on each side, and two bars of iron between two and three inches square firmly secured to act as guides. The hollow part being filled with a hard piece of wood, cut off even with the end, it proved to be an excellent hammer of about two thousand pounds weight. The machinery to raise the hammer was of the cheapest and simplest kind, and worked by a single horse.

Before attempting the farther extension of the pier, it was resolved to attempt the formation of the new channel. About the 20th of May, laborers were engaged, and the pile-driver put in operation. Two rows of piles six feet apart were driven across the creck, in a line with the right bank of the intended channel, and the space between these rows of piles was filled with fine brush, straw, damaged hay, shavings, &c. This material was pressed down by drift logs, which were hoisted into their places by the use of the pile-driver. On the upper side of the work, a body of sand was placed, making a cheap and tolerably tight dam, by which the creek could be raised about three feet. Then by breaking the bank at the west end of the dam, a current was formed sufficiently strong to remove about fifteen feet of the adjoining bank to the depth of eight feet. The success of the first experiment was most gratifying. The dam was extended across the new made channel, and connected with the bank, with the least possible delay, and every dam full of water let off removed hundreds of yards of gravel, and deposited it not only entirely out of the way, but at the same time filled up the old channel. While this plan was in successful operation, and when the new channel had been pushed to within a few feet of the lake, and the strongest hopes were entertained, that by the same process the sand and gravel even under the shoal water of the lake could be removed, and the channel extended to the end of the pier, and the harbor rendered immediately available, the work was arrested by one of the most extraordinary rises of the lake perhaps ever witnessed. About seven o'clock in the

morning, the lake being entirely calm, the water suddenly rose, and by a single swell swept away the logs that secured the materials in the dam, broke away the dam on the east side, wholly destroyed the west end which was made of plank, and left the whole a total wreck.

A more discouraging scene can scarcely be imagined. The pile-driving scow, without which the damage could not be repaired, narrowly escaped destruction. The blind horse which worked the pile-driver, was thrown from his platform on the scow, and, swimming in his accustomed circle, came near drowning. All the lumber, timber, piles prepared for use, with the boats, scows, and every floating article within the range of the swell, were swept from their places and driven up the creek.

It was afterwards ascertained that an extraordinary vein of wind had crossed the lake a few miles above this place, and proceeding eastward, prostrated the timber in its course, and marked its way with fearful destruction. This was supposed to have caused the swell referred to.

NUMBER IV.

After securing the scows, boats and lumber which had been put affoat, the condition of the dam was examined. About thirty feet of the east end was entirely gone, and the injury to other parts was greater than was at first anticipated. Before the examination was completed, a northeast wind commenced blowing, accompanied by a heavy rain, and appearances indicated its continuance.

Although a flood had been wished for, to aid in deepening and widening the new channel, yet the disastrous accident which had just occurred, destroyed the only means of controling it, and turning it to account. A freshet then, might open the old channel, or perhaps enlarge the new one in a wrong direction, and even undermine the pier. It was therefore resolved to repair the damage if possible. The pile-driver was put in operation to restore the breach at the east end of the dam, and the men set to work to collect materials; but the rain increasing, and the weather being uncommonly cold, it was soon discovered that without a large additional force the dam could not be so far repaired as to resist the flood, which might be expected within twenty-four hours. The recent disaster and the importance of immediate help was communicated to the citizens, a large number of whom, notwithstanding the rain fell in torrents, repaired to the dam. They were distributed in parties, some getting brush, others collecting logs, some placing the materials in the dam, while others aided in working the pile-driver. Their labor was continued during

the day except a few minutes relaxation for dinner, which consisted of bread and beer, and was taken standing, in the rain. Without this help of the citizens, it would have been impossible to make the necessary repairs on the dam; with it, and by continuing the labor of the harbor workmen by torch light until late at night, all was done that human effort could do to prepare for the flood. The men retired to rest, after having been exposed to the rain, cold and water, for more than twelve hours. Besides securing the dam, a few piles had been driven in the lake across the line of the proposed channel in about five feet water, against which several large sycamore logs were secured by chains, and loaded with stone. This was done with the view of protecting the pier, and turning the current, and with it the sand and gravel, down the lake out of the way of the harbor.

The rain having continued through the night, in the morning the flood was magnificent. The strong northeast wind which had prevailed for nearly twenty-four hours had lowered the lake two or three feet, and added much to the effect of the water in forming a new channel. The barrier erected had produced the desired effect, the gravel removed out of the new channel was carried down the lake, and in fact the whole operation was so favorable, that it seemed as though Providence had directed this flood in aid of the great work of forming a harbor.

The breaking up of the dam had disheartened the men, and their extraordinary efforts to repair the damage had exhausted them; but a day's rest, and witnessing the triumphant success of the plan for opening a channel, restored them to cheerfulness. The doubts and fears that were entertained of ultimate success in making a harbor, were dissipated. When the freshet had subsided, it was found that the average width of the new channel was about ninety feet at the bottom, and for the first twelve rods it was as deep as the creek, and no where less than five feet, furnishing a straight channel. The quantity of sand and gravel that had been removed by the agency of the water in twenty-four days, was nearly or quite twenty thousand yards, to remove which by artificial means would have required a greater amount of money than all the harbor fund.

From this time, small vessels could enter and depart from Buffalo harbor without interruption, and the entry of two or three small vessels in a day, excited more interest then, than the arrival of a hundred large vessels and boats would now.

Much yet remained to be done. The lines of piles in extension of the dam were continued, and filled up with brush and stone, intended to form a permanent margin for the north bank of Buffalo creek. This work was extended forty-six rods from the east bank of the creek, the dam was strengthened, the number of men increased, and preparations made for recommencing the pier. On a careful examination and measurement of the water, it was found that the pier, if extended in the direction of that already built, would require to be carried out much farther than had been anticipated. The calculation of the company as to the length of the pier, had been predicated on the survey of Mr. Peacock, and the fact was not known to them, that the water had fallen after the time that survey was made. This discovery was the more embarassing, as the company had become satisfied that they would be unable, with the fund provided, to complete the pier, even to the extent at first contemplated, and it had been resolved to apply to the citizens for aid, which was subsequently done. Scrip was issued, entitling the bearer to a pro rata interest in the harbor. Over a thousand dollars of this scrip was disposed of, for a small part of which, cash was received, but the greater part was received in goods, &c. However small this sum may appear at this day, it was then deemed very liberal, and it gave judge Townsend, who negociated this matter, no little trouble to raise even that amount.

For the sums thus advanced, no consideration was ever received by the holders of the scrip, and perhaps some of them, to whom no explanation has been made, may have felt themselves aggrieved. For the satisfaction of such, it may be well here to state how this business was closed. The act of the legislature creating the Buffalo Harbor Company, and making the loan, provided that if the legislature did not accept the harbor, it should be, and remain, the property of the company, and that the canal commissioners should settle the rate of tolls to be paid by all boats and vessels entering it. The issue of the scrip was predicated on this provision; and it was believed that if the state accepted the harbor, they would willingly pay the extra cost of its construction, over and above the loan of the twelve thousand dollars, (which was to be cancelled.) This no doubt would have been done but for the provision of a law passed in the spring of 1822, entitled "An act for encouraging the construction of harbors at Buffalo and Black Rock." This act provided to pay the two harbor companies, Buffalo and Black Rock, each twelve thousand dollars on completing their harbors, thus limiting the sum to the amount already loaned to the Buffalo Harbor Company, and cutting off all hope of remuneration from the state, for any amount that might be expended beyond that sum.

The object to be attained by this singular law, is connected with

the history of another subject, which may yet be given to the public, and which will disclose the reason, why the canal commissioners declined to accept the harbor for the state. The company could not retain the harbor as private property, and impose tolls on vessels entering it, without driving the business to a rival port. Application was therefore made in the spring of 1825 to the legislature, which passed a resolution to cancel the bonds and mortgages given to secure the loan, but refused to allow the claim for the additional sum expended; which sum included not only the money received for the scrip, but several hundred dollars advanced by Townsend, Forward and Wilkeson, beside contributions by other individuals.

A CASE OF SIGNAL BARBARITY.

IT is related by BLACK HAWK, in his life, that some time before the war of 1812, one of the Indians had killed a Frenchman at Prairie des Chiens. "The British soon after took him prisoner, and said they would shoot him next day! His family were encamped a short distance below the mouth of the Ouisconsin. He begged permission to go and see them that night, as he was to die the next day! They permitted him to go, after promising to return the next morning by sunrise. He visited his family, which consisted of a wife and six children. I cannot describe their meeting and parting, to be understood by the whites; as it appears that their feelings are acted upon by certain rules laid down by their preachers !—Whilst ours are governed only by the monitor within us. He parted from his wife and children, hurried through the prairie to the fort, and arrived in time! The soldiers were ready, and immediately marched out and shot him down!!"-If this were not cold-blooded, deliberate murder, on the part of the whites, I have no conception of what constitutes that crime. What were the circumstances of the murder we are not informed; but whatever they may have been, they cannot excuse a still greater barbarity. I would not by any means be understood to advocate the cause of a murderer; but I would ask, whether crime is to be prevented by crime: murder for murder is only a brutal retaliation, except where the safety of a community requires the sacrifice.—Drake.

Self Esteem.—A white man, meeting an Indian, accosted him as brother. The red man, with a great expression of meaning in his countenance, inquired how they came to be brothers; the white man replied, O, by way of Adam, I suppose. The Indian added, "Me thank him Great Spirit we no nearer brothers."

7. How dare you abuse the government that fosters and protects you; by whose indulgent influence you are what you are; and which if your ingratitude were treated as it merits, would reduce you in a

moment to the beggary and dirt from whence you sprung!

H. I can't tell. I wonder at my own audacity as much as you. For a slave like me to pretend to question the will of one who has my life, liberty, and property in his own hand, and may kill or banish me just as caprice shall prompt him, is a rashness truly surprising. To supplicate his mercy, to pamper his arrogance, to confess that his power over me is no more than simple equity, that I have no shadow of pretence to aspire to an equality with him, to take an equal share in the government of myself and my fellows, is by far the safest way.

T. I understand your irony. And so you would insinuate that you have a right to enter my house, to claim a seat at my table, and share the possession of my wife and children, would you? That is one of the rights of human nature, is it? All exclusive property, all household and conjugal privileges, are arrant tyranny and usurpation, I warrant you. Maxims worthy of those who are at once rebels to

their country and their God.

H. Rebels let us be as long as we are ruled by tyrants.

T. Atheists!

H. Hypocrites!

T. Liars!

H. Dissemblers!

T. Vile, bloody-minded jacobins!

H. Proud, detestable aristocrats!

T. How dare you, rascal, use such terms?

H. Your humble imitator, sir, am I; I dare do all, as the poet might have said, that other rascals dare.

T. Do you call me rascal, sir?

H. No, sir; I miscal you gentleman, that's all.

T. Take that, sir (kicking.)

H. And, to be out of your debt, take that, sir (striking.)

Having little relish for this species of debate, and other persons being present to see *fair play*, I hastily withdrew. This being a pretty good specimen of the fashionable political conversation, I have amused myself by giving you this account of it, which, I hope, may likewise amuse some of your readers.

EARLY INCIDENTS OF BUFFALO-BUFFALO HARBOR.

NUMBER V.

AFTER ascertaining the distance to which it would be necessary to extend the pier, and estimating the cost of completing it, the continuous line was abandoned, and it was resolved to lay down a pier two hundred feet long, several rods south and west of the pier already built, but in the same direction. This pier would form the western

termination of the harbor, and was to be connected with the other by two lines of piles eight feet apart. As these lines of piles would be at right angles with the course of the waves, it was believed the work would be sufficiently permanent, and would furnish a good and cheap substitute for a pier. Both pile-driving and pier work were commenced, and prosecuted with a vigor and economy suited to the scanty funds of the company.

It was found much more difficult to erect piers in ten or twelve feet water, than in the more shallow water in which they were put down the preceding year. In attempting to put down the first crib which was to form the eastern end of the block, in about ten feet water, the current was found so strong that it was impossible to keep the brush in line on which to place the crib. To obviate this difficulty, piles were driven ten feet apart on the north line of the proposed pier. This not only secured the brush, but served as a guide in putting down the cribs, which for this block were forty feet long, twenty feet wide at the bottom, and eighteen at the surface of the water. In addition to the plan adopted for strengthening the cribs the preceding year, braces of oak timber, three by six inches, and extending from the bottom to the top of the crib, were let into the timbers composing the windward side of each crib, and secured by spikes, as the crib was put down. The quantity of brush was also increased. Two large scow loads were used as a bed for each crib. These, besides securing the crib from being undermined, aided by their elasticity, in resisting the force of the swells.

A slight rise in the creek about the middle of July, encouraged a hope that by a temporary contraction of the channel, it might be deepened. About fifty of the citizens volunteered their aid for a day, and a foot of additional depth was gained.

One difficulty attending the pier work was that of procuring a supply of stone. About twenty cords were required for each crib, but little of which could be put in until the crib was all put together, and this quantity could not always be obtained at the time it was wanted. The loose stone easily raised from the reefs near the harbor, had already been used, and now stone had to be brought from the Canada shore. Boats were scarce, the price paid for stone was so low, (only about three dollars per cord,) and the quantity required so small, that there was no encouragement to build suitable boats, and those used were of the frailest kind, and liable every day to fail.

The pile work proved to be a tedious and difficult job. An average of a hundred strokes of the hammer was required for each pile. The interruption from the swells made it necessary to work at night

Vol. I-2 L

during calm weather. The pile work was at length completed, but when secured in the best manner that could be devised, was a very imperfect barrier to the swell, and a very poor substitute for a pier. The swells during gales of wind had removed some of the stones out of the first pier, these were recovered, the pier filled up, and covered by ties six inches apart let into the top timbers, and secured by trunnels. The outer pier was also filled with some stone and covered in the same way, and fifty cords of stone were deposited on the windward side for its greater security.

Thus was completed the first work of the kind ever constructed on the lakes. It had occupied two hundred and twenty-one working days in building, (the laborers always resting on the Sabbath,) and extended into the lake about eighty rods to twelve feet water. It was begun, carried on and completed principally by three private individuals, some of whom mortgaged the whole of their real estate to raise the means for making an improvement in which they had but a common interest. And now, although but twenty years have elapsed, these sacrifices and efforts, and even the fact that such a work ever existed, are unknown to most of the citizens of Buffalo, who have only seen the magnificent stone pier erected at a cost of over two hundred thousand dollars. But should the names of those who projected and constructed the first pier be remembered, for a few years, yet the subordinate actors by whose faithful labors the drudgery of this work was accomplished, must remain unknown even to those who enjoy the immediate fruits of their labor in wealth and luxury. Their names would be inserted here, but that the time book being kept with a pencil, and having been frequently wet, has become in part illegible. Simon and Clark Burdock and Charles Ayres, deserve special notice, and should either of these men, or any of the others engaged on the work, wish to take passage on the lake, it is hoped that any steamboat captain hailing from Buffalo, would give them a free passage. There is a debt of gratitude due to the laborers on Buffalo harbor for their extraordinary faithfulness. They were all farmers, or the sons of farmers from the adjoining country, whose necessity for money brought them from their homes. Some of them engaged at the commencement of the work, and were never absent from it a day until it was finished; and such were their steady habits, that but one case of intoxication occurred, and not a single instance in which a jar or misunderstanding proceeded to blows. The laborers either individually or as a company never shrunk from exposure, nor hesitated to turn out at night when required, and their work was performed with such faithfulness that not a single timber was lost from the pier.

The company were equally fortunate in their boatmen. The two stone contractors contributed much to the successful prosecution and completion of the harbor, often running their boats at night when stone was required; and in more than one instance, their extroardinary exertions preserved portions of the work from destruction, and saved the company from great loss.

Sloan and Olmstead were the names of these hard-weather men and those only who have experienced the difficulties of making improvements in a new country, with means and facilities wholly inadequate to the object to be accomplished, can justly appreciate the worth of such men.

James Sloan was first known as a salt boatman on Niagara river in 1807 or 8, was a hand on board the boat Independence, and had only left her the day before she, with all on board, was carried over the Niagara falls. He was a lake boatman until some time after the commencement of the war. He volunteered in various hazardous expeditions, was one of the party who cut out the brig Adams at Fort Erie—commanded the ammunition boat during the siege of that fort, and had several marvelous escapes from shot and rockets. After the war he removed to the west, but returned shortly before the commencement of Buffalo harbor, and took as deep an interest in the progress of the work as if it had been his own private business. He has been rich and poor several times, has endured more fatigue, and performed more labor than most men of his age. Few persons know so much of men and things generally as he does, and no one is more liberal, benevolent and honest.

N. K. Olmstead, though quite a different character from Sloan, was a man of unusual muscular power and remarkable courage and resolution. He was a citizen of Buffalo before the war. His property had been burnt by the British; and when peace was concluded between the two governments, not considering himself a party to the treaty, he determined to make reprisals. In pursuance of this determination, he soon managed to get a contract to transport, from Chippewa to Fort Erie, British army stores, among which were several kegs of specie. He brought his load to the American side of the river, and hid the goods and money, waiting a favorable opportunity to remove them. The boatmen stole a part, and the vigilance of the officers who made pursuit recovered most of the balance. Olmstead retired from the frontier for a time, but in 1819 returned to Buffalo. When the harbor was commenced, he engaged as a stone-boatman,

and in the varied and severe labor required upon the work, perhaps no man in the country could have equalled him. After stones became scarce upon the reef, all the other boats resorted to the Canada shore, where they were abundant. Olmstead soon ventured to go over. The first few trips he carried a loaded pistol and a fish spear, but not being molested his apprehensions ceased. He was admonished not to risk himself, but he continued his trips, and perhaps would not have been noticed but for his resisting a demand made by the deputy collector for a clearance fee of fifty cents each load. Soon afterwards he was seized and hurried on board a large boat, which immediately put out for Chippewa. It was not deemed necessary to confine him. There was a small skiff in tow with a paddle in it. Olmstead resolved to possess himself of it, and make for the American shore, resolved to risk going over the falls rather than remain a prisoner. When taken he had concealed his jack knife in his shoe, which he got ready for use, and when the boat was near Chippewa sprang on board the skiff, cut the fast, and pushed his skiff into the current. Using his paddle, he directed his course to the American shore. By extraordinary efforts he made one of the grass islands, where he rested, got out of the skiff, and towed it up the river as far as he could wade, expecting that a boat would put out from the American side for his relief; but none appearing, and discovering one putting out from the Chippewa side in pursuit, he took to his skiff, and succeeded in landing in Porter's mill race, at the falls. The next morning he resumed his work upon the harbor, to the no small gratification of the workmen, with all of whom he was a great favorite.

NUMBER VI.

THE pier was completed, and the creek carried by a new and straight, although shallow, channel into the lake.

The fact that the pier built in 1820 had endured the storms of one winter uninjured, encouraged the company to believe that the outer pier, although more exposed, would, by being better secured, prove strong enough to resist the swells, and in future protect the channel from the moving sands which had yearly barred it up. It was expected that the spring freshet would so widen and deepen the channel as to permit the lake vessels and even the Walk-in-the-Water, (the only steamboat on the lake) to enter safely. This boat had been built at Black Rock, and run to that place, not ever touching at Buffalo; and the very prospect of having a steamboat arrive and depart from Buffalo, was highly encouraging. But while anticipating these benefits, the Walk-in-the-Water was driven on shore a short distance

above Buffalo, while on her last trip, in 1821, and bilged. The engine, boilers and furniture were saved, and there was no doubt that the Steamboat Company would build a new boat, as they had purchased from Fulton's heirs the right to navigate by steam that portion of lake Erie lying within the state, which right was then deemed valid. The citizens of Buffalo, without loss of time, addressed the directors of the company, presenting the advantages that would accrue to them by building their boat at Buffalo. The company immediately on learning their loss, made a contract with Noah Brown & Brothers, of New York, to build a boat at Buffalo, if it could be constructed as cheaply there as at the Rock, and if there could be a certainty of getting the boat out of the creek.

Brown came on early in January, passing on to Black Rock without even reporting himself in Buffalo, nor was his arrival known here until he had agreed to build his boat at the Rock, and engaged the ship carpenters of that place to furnish the timber. The Black Rock contractors, gratified with their success, agreed to accommodate Brown by meeting him at the Mansion House in Buffalo in the evening to execute the contract, which was to be drawn by an attorney in Buffalo, an acquaintance of Brown's. The gentlemen with their securities were punctual in their attendance.

As soon as it was known in Buffalo that the boat was to be built at the Rock, the citizens assembled in the bar-room of the Mansion House, and after spending a few minutes in giving vent to their indignation, it was resolved to have an immediate interview with Brown, (who was in his parlor,) and know why Buffalo had been thus slighted. Perhaps he might yet be induced to change his mind, if the contract were not already signed. The landlord undertook to ascertain this fact, and reported that it was not yet executed. A delegate to wait on Brown was chosen with little ceremony—there was no time to give specific instructions. "Get the boat built here, and we will be bound by your agreement." The delegate had never seen Brown, and on entering his parlor, had to introduce himself. This done he proceeded:

"Mr. Brown, why do you not build your boat at Buffalo, pursuant to the wishes of the company?"

"Why, sir, I arrived in your village while your people were sleeping, and being obliged to limit my stay here to one day, I thought to improve the early part of the morning by commencing my inquiries at Black Rock, and consulting the ship-carpenters residing there, who had aided in building the Walk-in-the-Water. While there I was told that your harbor is all a humbug, and that if I were to build the

boat in Buffalo creek, she could not be got into the lake in the spring, and perhaps never. Besides, the carpenters refused to deliver the timber at Buffalo. Considering the question of where the boat should be built as settled, I proceeded to contract for timber to be delivered, and shall commence building the boat immediately at the Rock."

"Mr. Brown, our neighbors have done us great injury, although they, no doubt, honestly believe what they have said to you about our harbor. Under the circumstances, I feel justified in making you a proposition, which will enable you to comply with the wishes of the Steamboat Company, and do justice to Buffalo, without exposing yourself to loss or blame. The citizens of Buffalo will deliver suitable timber at a quarter less than it will cost you at the Rock, and execute a judgment bond to pay to the Steamboat Company one hundred and fifty dollars for every day's detention of the boat in the creek after the first of May."

"I accept the proposition. When will the papers be made out?"

"To-morrow morning. And if you wish it, a satisfactory sum of money shall now be placed in your hands, to be forfeited if the contract and bond are not executed."

"This, sir, I do not require. I shall leave at ten o'clock this evening, and my friend Moulton will prepare the necessary papers and see them executed."

The judgment bond was signed by nearly all the responsible citizens, and the contract for the timber taken by Wm. A. Carpenter, at the reduced price agreed on. To comply with this contract, both as to time and the quality of timber, required no little energy and good management, but the contractor, who is still a citizen of Buffalo, executed it to the satisfaction of all concerned.

Buffalo having completed a harbor, and established a ship yard, began to assume new life. Brighter prospects opened, and it only remained to secure the termination of the canal at this place, of which there was a fair prospect. David Thomas, an engineer, in the employ of the canal board, had been occupied the preceding summer in making surveys preparatory to a location of the canal from the lake to the mountain ridge. He had spent some time in examining the Niagara river, and Buffalo creek and harbor. He was known to be opposed to the plan of terminating the canal in an artificial basin at the Rock, and it was presumed that he would report decidedly in favor of terminating the canal in Buffalo creek. This encouraged the citizens to send an agent to Albany to represent to the president of the canal board, De Witt Clinton, the fact that a harbor had been completed, and to urge the immediate location of the canal to Buf-

falo. This subject was considered by the board, and the canal report of that year, 1823, contained their decision in favor of Buffalo.

Although this decision was not unexpected, yet it occasioned great rejoicing to the citizens, who, burnt out and impoverished by the war, and disappointed in their just expectations of remuneration from the government, had for years been battling manfully with adversity, cheered on by hopes which were now about to be realized.

While congratulating themselves on the prospect of still better times, the expected flood came, and removing a large body of sand and gravel, opened a wide and deep channel from the creek to the lake. But unfortunately a heavy bank of ice resting on the bottom of the lake, and rising several feet above its surface, had been formed during the winter, extending from the west end of the pier to the shore. This ice bank arrested the current of the creek, forming an eddy along side of the pier, into which the sand and gravel removed by the flood was deposited, filling up the channel for the distance of over three hundred feet, and leaving a little more than three feet water where, before the freshet, there was an average of four and a half feet. This disaster was the more vexatious, as it might have been prevented by a few hours of well directed labor in opening even a small passage through the bank of ice. It was attempted to open a channel through the ice by blasting, but this proving ineffectual, no other means were tried, and it was now feared that the predictions of our Black Rock neighbors were about to be realized.

This obstruction of the harbor produced not only discouragement but consternation. A judgment-bond had been executed, which was a lien upon a large portion of the real estate of the village for the payment of one hundred and fifty dollars per day, from and after the first of May, until the channel could be sufficiently opened to let the steamboat pass into the lake. The payment of this sum, which for the summer would amount to at least twenty-four thousand dollars, could only be avoided by removing the deposit. To form a channel even eight rods wide and nine feet deep would require the removal of not less than six thousand yards of gravel, for which work there was neither an excavator, nor time, skill or money to procure one. The superintendent of the harbor was absent; as soon as the news of the disaster reached him he hastened home, and arriving about the middle of March, a meeting of the citizens concerned was called. It was resolved immediately to attempt the opening of the channel, and a subscription was proposed to defray the expenses which was estimated at one thousand six hundred dollars. The subscription went heavily, only about three hundred dollars were obtained. Although

all were deeply interested, some believed that the duty of removing the obstruction devolved on the harbor company, others had no confidence in the plan of operations proposed, and with many who would cheerfully have contributed, it was difficult to raise money. But without waiting to see how the means was to be provided, preparations were made for commencing the work next morning.

MR. SHARP'S LETTER.

WE give below another letter from our valued correspondent and pioneer in Missouri. Our readers will impatiently anticipate his forthcoming recitals, as well as be pleased with his poetic powers. They will please to repress their smiles at the thought of our poet having been twelve years old in Dunmore's war, when they duly appreciate the fine sentiments they inculcate. We hope his poetic taste will be frequently exerted for our benefit, especially in historical poetry.

Warren County, Mo., June 11th, 1842.

JNO. S. WILLIAMS, Esq.

Dear Sir,—Your last, dated the 8th, came to hand on the 24th ult. You never fail to cut out some employment for me, without making any allowance for age or infirmity. You leave me no alternative, for you say, "you must;" yes, must is the word, "loose no time in putting down, for the Pioneer, all those reminiscences of your life that will be interesting to our readers." It is true, I could recount many curious incidents which occurred on the frontier settlements of western Virginia, during the war of the revolution, and for several years after, many of which I was a witness of, and an actor in, and others which were currently reported and believed in the country at the time; but I fear my crude style and awkward manner of expressing my ideas, would do an injury to your periodical. However, as you appear so urgent, if you will allow me time to digest and prepare my communications, I will make the attempt. And when you receive them, if they will suit your purpose, you can publish them; and if not, you can pass them by without the fear of giving offense, for I am by no means anxious to appear in print. I shall have to write altogether from memory, and may not at all times be exactly correct as to date, &c. I find you sometimes give us a little poetry, and as an earnest that I will perform my promise, I send you a

Head Quarters, 31st August, 1794. General orders.—A general court-martial to consist of five members, will set to-morrow morning at ten o'clock, for the trial of such prisoners as may be brought before them. Major Shaylor, president, lieutenant Wade, judge advocate.

The disorderly and dangerous practice of permitting the soldiery to pass the chain of sentinels, on pretext of going after vegetables, can no longer be suffered. In future, on issuing day, only one man from each mess, properly armed, and commanded by the respective sub-legionary quarter masters, will be sent as a detachment for vegetables, to march at seven o'clock in the morning.

The pack-horses shall forage daily under protection of a squadron of dragoons; every precaution must be taken to guard against surprise. Any non-commissioned officer or soldier found half a mile without the chain of sentinels, without a pass signed by the commanding officer of wings or sub-legion, or from head quarters, shall be deemed a deserter, and punished accordingly. Every sentinel suffering a non-commissioned officer or private to pass without such written permit, except a party on command, shall receive fifty lashes for each and every violation of this order.

A fatigue party of three hundred non-commissioned officers and privates, with a proportion of commissioned officers, will parade at seven o'clock to-morrow morning, furnished with one hundred axes, one hundred picks, and one hundred spades and shovels, with arms, commanded by major Burbeck.

A part of this order was in consequence of three men of the first sub-legion being either killed or taken by the enemy, when out a foraging, which was done some time since, in a very disorderly manner, at the same time liable to the attacks of the enemy, without having it in their power to make the smallest resistance.

To be continued.

EARLY INCIDENTS OF BUFFALO—BUFFALO HARBOR.

NUMBER VII.

About twenty-five laborers were immediately collected, the piledriver prepared for use, and a line of piles driven, two hundred feet from the pier, on the north side of that part of the channel which was obstructed. Two harbor-scows were made fast to these piles, and a platform of timber and plank extended over them. Four capstans were set up in these scows about twenty feet apart, and each rising a sufficient distance above the platform to receive four bars,

eight feet long. While this was in preparation, scrapers were formed of a single oak plank, eight feet long and twenty inches wide, the lower edge bevelled and faced with a thin bar of iron. They were finished like the common scrapers used by farmers in improving and smoothing the roads, with the addition of iron braces, and a rod of iron through the scraper near the lower edge, which passed through the pole or scantling by which it was drawn. On the upper end of the brace was a screw to regulate the scraper, which was loaded with iron to sink it, and connected by a strong rope with the windlass. A rope attached to the back part of the scraper, and extending to the pier, completed the simple machinery with which it was proposed to remove the gravel. Two men stationed on the pier could, by the small ropes, pull back the four scrapers as fast as they could be drawn home by the men at the four windlasses, each of which was worked by four men at the levers, and one to handle the rope. The men could work dry, but the labor was excessively exhausting. The experiment succeeded admirably, and other capstans were prepared for use. The weather the first three days proved favorable, and the heavy unbroken body of ice which covered the lake, prevented all interruptions from the waves. The progress made in removing the sand was most encouraging, and there appeared no doubt that by increasing the scrapers the channel could be opened before the first of May. But to effect this the work must be continued every working day without regard to the weather. Piles were put down, and a raft of timber substituted for scows on which to erect more capstans. Saturday night came, and the workmen were dismissed until Monday morning. During the night a heavy gale set in, and increased in violence until about noon on the Sabbath when the ice began to break up, and the lake to rise. Soon the ice was in motion, and driving in from the lake, was carried up the creek with such force as to destroy the scows and all the fixtures. The pile-driver, being securely fastened by strong rigging to the piles, it was hoped would remain safe, but the fasts gave way, and it was driving towards shore where it could scarcely escape destruction. As the breaking up of the ice would make it impossible to work the capstan on rafts, put in motion by the swell to which they would be exposed, scaffolds raised out of the way of the water must be substituted, and these could not possibly be built without piles. It was therefore all important to save the pile-driver. It was saved by the extraordinary exertions of two individuals who (making their way to it by the aid of two boards each, which they pushed forward alternately over the floating ice agitated by the swells,) succeeded in fastening it with a hawser to a pile near

which it was floating. This was not done without imminent hazard to the men, who, several times losing their position on the board, came near being crushed by the moving mass of ice.

The scow being secured, the anxious and disheartened citizens and workmen retired to their homes.

Any community less inured to disappointments and adversity would now have given up in despair. The very elements seemed to have conspired against them. The gale was frightful, and in the afternoon was accompanied by a heavy fall of snow: the water was high, and ice driving with violence on to the flats.

Monday morning the wind had subsided, but the weather was cold and still stormy. A general meeting of the citizens was convened, to whom the superintendent stated the extent of the damage, the probable time it would take to repair it, the amount of funds requisite to complete the work, and his entire confidence in ultimate success. He, however, refused to resume the work until sufficient funds were provided. As the liability to pay a hundred and fifty dollars a day would soon attach, the importance of a united and speedy effort was more sensibly felt. The meeting was fully attended, not only by those who were liable on the bond, but by many young mechanics and others. Dr. Johnson, John G. Camp and Dr. Chapin, were chosen a committee to obtain and collect subscriptions.

The following is a list of the names and sums subscribed:

Ebenezer Johnson, in goods at cash John Root,	, (00
price, \$110 00 Jabez Goodell, in labor, provisions,		
		00
	5	00
)	00
by H. B. Potter, 50 00 Sheldon Chapin, in goods, 5)	00 -
	0	00
Joseph Stocking, 25 00 A. James, in goods,		
S. G. Austin, 12 50 P. G. Jenks,	5	00
G. & T. Weed, (including sub-		
	0	00
tion, 20 00 Thomas Quigly, in labor, 1	2	50
	5	00
Ezekiel Folsom, in meat from the Thomas More,	2	00
market, 12 50 Martin Daley, in labor,	6	25
	0	00
	0	00
H. B. Potter, cash \$50, brick \$25, 75 00 Nathaniel Vosburgh, saddlery,	2	50
	5	00
Moses Baker, in labor or blacksmith John E. Marshall,	5	00
	2	50
	6	25
	0	00
	2	50
	0	00
	5	00
Lucius Gold, in labor, 50 00 D. Henion, 100 lbs. pork, when call-		
Samuel A. Bigelow, in goods or ed for.		
labor, 25 00 W. T. Miller, in fresh meat at mar-		
	0	00

Selden Davis,			Zachariah Griffin, 10 barrels of lime	_	
William Hodge, in labor or materials,				6	25
Velorus Hodge, in work or materials,	5	00	Alvin Dodge, in team work and		
Benjamin Hodge, in lumber,	5	00			00
William Long, a certain brown cow,			H. A. Salisbury, in produce and hats,	12	50
with a white head, to be apprais-			Hiram Pratt, in goods,	25	00
ed by commissioners of Harbor			Erastus Gilbert, in shoes and boots,	25	00
Association.			" " bbl. pork,	10	00
Roswell Rosford, in produce or pro-			" " cash,	2	50
visions,	5	00	Oliver Coit, one crow-bar, \$3, cash \$5	, 8	00
W. W. Gnapin, in team work,	10	00	Joseph Dart, Jr. in hats,	10	00
• • • • • • • • • • • • • • • • • • • •			Benjamin Caryl, in pork,	25	00

These subscriptions amounted to \$1,361 25, exclusive of the cow and pork, the whole of which was paid except \$110. The provisions and goods were paid to the workmen without loss, but on much of the other property, (which was sold at auction) there was an average loss of about thirty-seven and a half per cent.

The means being secured to prosecute the work, the laborers were called together, and the afternoon of Monday was spent in collecting from the wreck, scrapers, capstans, rigging, &c. and preparing to resume the work. The weather was as uncomfortable as it well could be. Indeed, from the commencement of the gale until the middle of April, there were but two days without snow or rain.

NOTE—The writer discovers that injustice has inadvertently been done to Mr. George Coit, in not connecting his name with that of judge Townsend, in the responsibilities assumed, and moneys advanced for the construction of the harbor.

NUMBER VIII.

Tuesday morning two rows of piles were put down, on which to erect platforms in place of scows and rafts, which had been destroyed. These platforms were raised several feet above the water to protect the workmen from the spray of the swells which broke against the piles. Six scrapers were got in motion during the day, and notwithstanding the laborers were exposed to a heavy rain, rapid progress was made in removing the sand. Although the heavy swells, which continued to roll in from the lake, rendered it difficult to keep the empty scrapers in line, yet they carried the sand, removed from the channel, towards the shore, and prevented its accumulation.

The necessity of improving all the time was such, that the laborers were required to breakfast in season to appear on the beach by sunrise ready to be carried out to the platforms. Cooked provisions were taken with them for dinner, which each man ate when he pleased, standing in the storm. They continued their work without returning to the shore until dark. The labor was so hard, and the exposure so great, that it was difficult to obtain the necessary help; indeed, it would have been impossible but for the labor furnished by the citi-

zens—many of whom sent their hired men for a day or more until their places could be supplied.

The excavation commenced near the outer end of the pier, and progressed towards the shore, deepening the channel to eight feet. By the 15th of April much more than half of the work was accomplished, and every doubt as to the practicability of completing it removed.

The steamboat was rapidly advancing to completion. The builder (who from the first had despaired of seeing the channel opened by the means resorted to) on examining the work and measuring the water in the yet obstructed part of the channel, pronounced the whole scraping process useless, and proposed that the channel of the creek should be confined by planks, extending from the shore into deep water, believing that the water thus confined would produce a current which would soon do what the scrapers could never do—open a good channel. These opinions and plans communicated to the citizens, created a feverish excitement, which the superintendent had no opportunity to allay, as he was confined to the work.

The committee which had been charged with the duty of raising the fund for carrying on the work, deemed themselves entitled to direct its expenditure. A majority of them (influenced by the boatbuilder) insisted on the immediate construction of the board fence, (for such in fact it was) which he had suggested. Piles supplying the place of posts, and planks sharpened at one end and driven into the sand, the upper end spiked to a rail, was to form the whole of this proposed structure. And such was the confidence in its success, that it was with difficulty the committee could be prevailed on to let the scraping be continued. The board work was put down in two days, and proved, as was anticipated by the superintendent, to be totally useless. A heavier swell than usual setting in, broke it up and removed it out of the way. The scraping then was relied on as the only hope of opening a passage for the boat, which would be ready in a few days to leave the creek.

Although the weather became good the latter part of April, and the work was prosecuted with the utmost diligence, yet the first of May came while there was still a few rods of the channel in which only about six and a half feet of water had been gained. As considerable work yet remained to be done on the boat, and no loss or inconvenience could accrue to the owners in allowing a few days to deepen the channel, yet no time could be obtained. The boat was put in motion, and fortunately the pilot, captain Miller, having made himself acquainted with what channel there was, ran her out into the

lake without difficulty. The Bond was cancelled. The boat was, however, light; and when fully loaded would require much more water. The scraping was therefore continued.

When the boat was finished, the citizens were invited to take an excursion on the lake. It was feared that if the boat should be deeply loaded with passengers, she would ground in the new made channel. Although this would be a trifling occurrence in itself, yet circumstances had recently occurred which led them to regard the experiment with the deepest anxiety. An act had passed a few days before, authorizing the canal board to contract for the construction of a harbor at Black Rock, which, if completed, might secure the termination of the canal at that place, and supercede Buffalo harbor. The subject was to be acted by the canal board in a few days, and even so trifling an incident as the grounding of a steamboat might influence their decision, and deprive Buffalo of the fruits of all her toils and exertions in building a harbor.

An effort was therefore made to either postpone the steamboat excursion, or limit the number of passengers, but in vain. Neither the captain, nor a majority of the citizens, could appreciate the solicitude of the few. The whole village crowded on board, and the boat grounded. This was the more mortifying, as many of our Black Rock friends were on board, who had always predicted our failure. But after a few minutes delay in landing some of the people on the pier, the boat moved forward, went along side of the pier, took on the passengers, and proceeded up the lake, with bugles sounding and banners flying.

Mount Carmel, Illinois, May 6, 1842.

JNO. S. WILLIAMS, ESQ.

Dear Sir—Your extra was placed in my hands on yesterday. I have just returned from the East, having visited the Atlantic cities generally for the first time, after forty-five years pioneering in the wilderness of the West. I have been three times a citizen of Kentucky, twice of Ohio, and twice of Illinois. I was neighbor to Daniel Boon, the first whiteman that fortified against the Indians in Kentucky. In October, 1797, I saw him on pack horses take up his journey for Missouri, then upper Louisiana. Subsequently I became neighbor to Simon Kenton, who was the second or third man who fortified against the Indians at Washington, Kentucky. Perhaps Harrod's station was fortified before his.

